

Courier-Journal.

TUESDAY MORNING, FEB. 26, 1884.

DEVELOPER POSTAGE.

Persons mailing circular copies of the Courier-Journal, to friends abroad must place thereon stamps on all of our eight-page circulars, and three-cent stamps on all other circulars, or they will be detained in the Louisville post-office.

"BUSINESS."

MONDAY, Feb. 25.—The breadstuffs markets were quiet and rather soft, but there were no material changes in prices. Receipts moderate and exports liberal. Provisions steady with a slight improvement in options. The livestock markets were steady to firm.

In New York, money was easy. Foreign exchange was lower on the withdrawal for export of \$5,000,000 in double eagles, a vigorous inauguration of the export movement. Government bonds were steady. The stock market was very active in certain manipulated properties, but in the general trading was light. Aside from a few specialties, the changes in prices were slight, and were, for the most part, in favor of buyers.

In London, English consols were higher, and American railroads were lower. Provisions sustained a further decline in Liverpool, but other produce staples were steady.

THE RAILROAD COMMISSION.

The recommendations of the Railroad Commissioners of Kentucky point in one direction, and in that direction lie danger. The recommendations are all for the aggrandizement of the Commission, the extension of its power and influence, the increase of its patronage. Carry out these recommendations and the Railroad Commission would be the most powerful political engine in the State. It asks the most extraordinary power—power that, if it be lodged anywhere, ought to be lodged only with the Governor of the State.

The Commissioners in effect ask that they be given the power of appointing all the railroad officials in this State. It is not contended that these officers are now unpopular or that they are inefficient. Indeed, after a systematic effort to get some expression of opinion on this subject, they only secured the partial condemnation of one railroad officer.

The principal objection to governmental interference with railroads is that by making railroads dependent on political movements demoralization of both would follow. One serious objection to a postal telegraph is that it would so augment government power and patronage, that under the existing civil service practices, it would be almost impossible to defeat a party in control of government machinery.

Yet here in Kentucky, where we are supposed to be Democrats, jealous of any extension of governmental interference, State or National, it is seriously proposed to confer on the Railroad Commission patronage which in five years would give it political control of the State. The only safety in our judgment is to keep the State and the railroads as separate and as distinct as we now have the Church and the State.

We are glad the recommendation comes now, for it shows clearly and unmistakably the drift of all this anti-railroad legislation; back of it all is the purpose of political aggrandizement.

Of course the Kentucky Legislature will not move in this direction. There is a political menace in such a suggestion, and besides this, in Kentucky we want more railroads; we want legislation which will develop the State, which will encourage the investment of capital, the opening of mines, the establishment of furnaces and saw-mills. Kentucky is going forward, not backward. The population of the State and the wealth of the State ought to increase 50 per cent, in less than ten years, and they will if we do not lend ourselves to restrictive legislation, and to such retroactive and dangerous legislation as that proposed by the Railroad Commission.

The passage of Mr. SMITH's bill, published in the COURIER-JOURNAL yesterday, meets all the demands of the time. It constitutes the Commissioners of the Sinking Fund ex-officio a Board of Railroad Commissioners, with restricted, but all necessary power. Reviewing the work done in the past by the Railroad Commission, it will be seen that it relates principally to assessment; beyond that it has accomplished nothing of importance. This work can be as well done by the Commissioners of the Sinking Fund. In addition it is made by Section 7 the duty of the Commissioners to see that any violation of the laws by the railroads shall be punished, either by the prosecution of the corporations or of individuals. That is all that is required. We have laws enough, and they should be rigidly enforced. The bill of Mr. SMITH will, we feel certain, meet with the approval of public sentiment in Kentucky.

RIVER OBSERVATIONS.

A bill "to increase the efficiency of the river observations of the Signal Service" has been introduced in Congress, which, it is to be hoped, will meet the prompt approval of that body. Its text is as follows:

"Whereas, immense losses occur annually along our rivers by floods; and whereas, such losses can be provided against to a great extent by timely information concerning the condition of the tributaries of our great rivers; therefore, "Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of twelve thousand dollars be and the same is hereby appropriated out of any moneys not otherwise appropriated in the Treasury of the United States, for the purpose of maintaining, under the direction of the Chief Signal Officer of the Army, such additional stations as may be necessary in order to secure reports and disseminate the same from, and in the vicinity of, the tributaries to our navigable rivers.

"Sec. 2. Resolved, That to enable the Chief Signal Officer to carry out the provisions of the first section of this act, the Secretary of War is hereby authorized to detail for duty with the Signal Service an officer, with the rank of lieutenant, from the line of the army, in addition to the number already authorized by law."

The object is excellent; the amount asked is exceedingly modest, and the benefits to be derived from it are such as would warrant, if necessary, a much larger appropriation.

With the additional means thus put at its disposal, the Signal Service should materially increase its efficiency in a branch of its work of practical and serious importance to those who live along our large water-courses. The surest way to provide against the great losses inflicted by our floods is to give the people authoritative warning in advance of their coming; and this the Signal Service will be able to do, with the facilities for river observations already at its command and the additional

aids made possible by this very reasonable appropriation.

A POOR MASQUE.

Our finicky contemporary, the Atlanta Constitution, is mistaken. The COURIER-JOURNAL is not "distressed" because it will not join with us to bring about tariff reform. We are not even "pestered" about the Constitution's coquetishness on the subject. Why should we be? It has been too short a time since the Constitution was one of the most pronounced opponents of a protective tariff and ardently sincere in its advocacy of a revision. Its readers understand its real sentiments on this matter too well not to see beneath its recently assumed mask. They know that at heart it is a revenue reformer; they recognize and smile at its sudden assumption of wily statesmanship and non-committal diplomacy. It decides nobody; it will find out its own mistake in time, and six months from now it will be standing side by side with the COURIER-JOURNAL on the platform formulated by the very Congress whose action on the tariff it now dispassionately deprecates.

We are not distressed over this wantonness of the Constitution. We simply regret for its own sake that the leading journal of so live and modern a city as Atlanta should fall so far behind the times, should so misjudge the spirit and the intelligence of the people; should think it politic to stake Democratic success on trickery and deception; should urge its party to shrink like a sensitive plant, from the very presentation of a positive and practical issue, and expect the country to reward it with positive and practical power.

Is it possible that the Constitution has not yet recovered from the old fright into which the South was driven after the war? That it is still cuddled up under the cover, not daring to poke its head from beneath the bed-clothes, open its eyes or utter a word, for fear that the Northern "Booger" is standing by ready to gobble it up? If this be so, as it certainly seems, then the editor of the Constitution ought to leave the quiet and the cockroaches of his office, and the narrow confines of his "back-yard," with its solitary broken water-pipe, and take a turn or two among his more active neighbors.

It wouldn't hurt him to step out of the State, and even the South, and discover that there is no Northern Booger, and that independence and manliness in politics are as much respected coming from the South as from any other section of the country. Succinctly summarized, the Constitution declines to support Morriss's tariff bill, because it is sure that it can not pass the Senate or the President and thus become a law, or because, if passing them, the Republicans, in its opinion, would get the credit of the measure.

These objections, of course, do not go to the merits of the bill whatever. They have to do altogether with questions of expediency, and exceedingly shallow questions at that. It is useless to repeat the unanswerable arguments against the Constitution's first objection. That the Democrats should refuse to urge a measure until they had the assurance of the Republicans that it should become a law, is so absurd that it would be absurd to discuss it. That the Democratic party is a revenge reform party, is denied by some of its leaders. If it is, and is asking the support of the country on this ground, then it should silence such leaders and disprove such doubts by committing itself to some positive measure of itself. It only has to do what it conceives to be its duty. It can not be responsible for the action of the Republicans.

As to the point raised by the Constitution, that should Mr. Morriss's bill become a law, it would be looked on as a Republican measure and the Republicans would reap the advantages of it, it is hard to see where the force of such an argument comes in. The country would certainly understand that the issue of tariff reform had been sprung and forced by the Democrats; that the particular measure of relief had been introduced by a Democrat, shaped by a Democratic committee and passed by a Democratic House. Every one would appreciate that but for the Democrats no such movement would have originated and the tariff would have remained unchanged. However, the consideration of this point at all is futile. If the Democratic party believes in a reduction of the tariff, it should do what it can to reduce it, regardless of consequences to itself. That party which, advocating the relief of the people, would refuse to attempt such relief on the grounds that another party might get the credit of it, would be unworthy the confidence of the country and would win only the contempt of the honest voter.

MR. SWORMSTEDT'S WARNING.

Mr. SWORMSTEDT, of Cincinnati, agrees with the COURIER-JOURNAL that we shall have another flood, although his reasons for making such a prediction are somewhat different from ours.

Mr. SWORMSTEDT announces that the old world is to pass away and the new to come, when Christ shall reign a thousand years, and there shall be no more Presidential campaigns. Satan is soon to be cast into the bottomless pit, and knowing his time is short, he will shortly start forth on a sort of farewell "bum," playing the devil generally for all that is in him.

One of his accomplishments will be to bring about a great flood, which will spread from the Allegheny to the Rocky Mountains. But the Twelfth chapter of "Revelations" discloses that the earth will open its mouth and swallow up this flood, Symmes' Hole probably being plugged up to make it water-tight. After this Christ's Kingdom will be set up, and "free homes and free supplies" be furnished to all.

Mr. SWORMSTEDT probably knows as much as anybody else about the plans of the devil, perhaps more than most men, as he lives in Cincinnati; and if these floods are the devil's work, that personage seems to have a particular partiality for the people of the Ohio Valley, although as good an authority as Mr. TALMAGE says positively that this superfluity of waters in this section is due to no superfluity of wickedness of the people.

If Mr. SWORMSTEDT's predictions are to be depended on, then it will be useless for us to commence planting trees to prevent future floods, and it is questionable if a revival of the lost art of ark-building would avail us anything if the earth is to open its mouth and take the whole flood in at a gulp.

There is nothing left to do, if we accept Mr. SWORMSTEDT as a prophet, except to

move out of the accursed valley, say into the more godly country of Utah, or, remaining here, to learn to swim and keep our life-preservers always on. Meanwhile, in view of the discovery that the devil affects water rather than fire, we can pass our spare time in investigating whether instead of being cloven-footed, as his enemies have painted him, he is not in reality web-footed.

THE TERRIBLE FREIGHT AGENTS.

There appears to be imminent danger of the freight agent usurping the scepter of the magnates of New York who own the trunk line railroads. It is commonly supposed that it is the principal function of railroads to carry freight; the right to regulate the rates of freight is, therefore, the highest prerogative of railroad management. But, strange to say, those hitherto unpretentious citizens who act as freight agents of the trunk lines are charged with having boldly usurped this prerogative in all Western centers and to have made and unmade rates in open defiance of the express orders of the Presidents. All this has occurred since February 14, when a new order or compact was adopted at New York among the several Presidents in person, and which was accordingly guaranteed to be more binding and authoritative than any ever formed before. But the rebellious freight agents have continued "allice same" to operate a gum elastic rate gauge, and the Presidents are greatly outraged. One of them telegraphed his agent in St. Louis last Thursday: "I am told that your line has been cutting rates East from St. Louis. If I get any proof of your violating our rates you will be immediately dismissed." Another telegraphed his hired man at St. Louis: "If you quote anything but tariff rates, you will be held accountable by me." Another dispatched his rebellious minion: "Where did you get authority to cut East-bound rates? I expect you to maintain rates if you don't get a pound of freight." Now, it is evident that this pathetic situation calls not only for sympathy, but for something more substantial. These freight agents, especially in the West, are evidently assuming a dangerous attitude. The poor Presidents can only protest and threaten, while the lordly agents make or break freight tables accordingly as their millions of money may happen to be on the long or the short side of the Stock Exchange. The next thing they will be discharging GOULD and VANDERBILT.

FORESTS AND FLOODS.

Forestry is a subject with which we in America are woefully ignorant, and in our ignorance we are wasting our most precious inheritance. It may be that too much is claimed for forestry legislation; it may be that laws protecting forests and encouraging the planting of trees may not result entirely in preserving the land from floods and droughts, but it will do much to improve the soil, to retain it, to advance agriculture and thus add to the wealth and prosperity of the people.

In 1883 we had a great flood in the Ohio valley, though the country was then not despoiled of its original forest growth. From that date for fifty years the work of spoliation went on, but the flood was not repeated in its magnitude until 1883.

This is true, and it is best therefore not to insist too entirely on forest spoliation as the cause of disaster, still there can be no doubt in any mind that the destruction of the forests is a serious national misfortune. At least it intensifies natural disasters, lengthening the periods of drought and adding something to the extent and frequency of floods.

This much is substantiated by the records, not only in America, but in England, in Germany and in France. We need to know more about forestry and to have this knowledge more accurate and exact. How to provide against the recurrence of the flood? how to lessen its influence for evil? are questions of overshadowing importance, and the resolution of Mr. DIXON, appointing a committee to investigate the subject, to report at the next meeting of the Legislature should be passed. The matter can not be disposed of hurriedly. Much of our legislation would be the better for previous scientific investigation. A commission properly constituted could by the next meeting of the Legislature prepare laws on the subject in accord with the best conclusions on these topics, and then their influence would be of a permanent character.

A LITTLE ROCK dispatch to the COURIER-JOURNAL brings forward a subject of evident public interest. The annual cattle drive from the Southwest to the ranges and markets of the West is becoming more and more expensive. Large cattle interests on the route have not only obstructed the way, but have cut off supplies of food and water in some sections by purchasing and inclosing vast tracts of land, the policy being to obstruct as much as possible the marketing of the stock in competition with their own. The routes through the Indian Territory have been barred against them in the enforcement of treaties, though the stock men are willing to pay for a right of way and other necessary privileges. The general cast of the situation implies that the interests of railroad companies are preferred to those of the cattle men, and that the latter are to be forced to ship their stock by rail at ruinous charges. The cattle men will consequently apply to Congress for relief. They will claim that it is even more a matter of public concern that ample trails shall be guaranteed a right of way to market than that such rights should be given, and with princely donations of public land, to railroad corporations. The annual drive numbers 300,000 to 500,000 head, and will soon amount to 1,000,000. Cattle are steadily advancing in value, and it interests consumers and exporters as well as cattle herders that the necessary open highways for their annual migrations should be duly guaranteed.

The articles of the COURIER-JOURNAL on the faults of the State constitution have brought that important topic under discussion in all the live newspapers of the State, and it has also no doubt become a subject of thought and remark among the reading people. It is essential to the success of any endeavor to remodel this fossil document, which in many of its parts, is a gross discredit to our State, that the press should work together in making known its absurdities, in pointing out its numerous imperfections, in exposing its obsolete and inoperative provisions, and in explaining the necessity of a number of new features which are rendered needful by continuous

social, commercial and industrial changes. The discussion should be kept up with patient resolution until the public mind shall be aroused from its lethargy. The constitution can be changed only by the people, and there is no other power capable of inciting the people to undertake that great enterprise but the press. The situation is one in which the press may find occasion to accomplish a remarkable triumph.

AN Englishman, who describes himself as a "financier and man of business," "who has no pretensions to be a lawyer," has taken the trouble of printing a pamphlet on the "Confederate debt and private Southern debts." He concludes that neither the cotton bonds nor dollar bonds have any validity "in the absence of the Confederacy," and that any equities in the case are only to be considered by the United States. But he maintains that there is in the dollar bond an international claim against the United States, on the ground that those bonds were remitted to foreign creditors for the payment of ante-bellum debts, and were also received by Southerners abroad who were not engaged in the war. He also claims something for Europeans whose property was taken by force, and for which payment was made in Confederate bonds. If the writer had been a better lawyer he would have seen that all such claims are wholly invalid, the first, because the Government does not guarantee private debts, and the other, because a nation at war is not responsible for seizures made by the enemy. It was probably to such idle theorizing as that contained in this pamphlet that the hitherto unexplained demand from England for Confederate bonds is to be attributed.

ROSCOE CONKLIN has been interviewed. There is no weakening in his "stalwartism." He declares that the Republicans by getting rid of their "bosses," the chief of whom was GRANT, "is an army that has shot its own leaders in the face of the enemy," the result being that they "have lost the lower house of Congress, and it is only the beginning of their losses." He concludes with this delphic deliverance: "Mark this: Of one thing I am certain in my own mind—the Democratic party will elect the next President. Remember, I do not say that that party will elect a Democrat, but it will be the determining factor in the result."

Whatever may have been said of Roscoe, he has never been called a fool.

PRESIDENT ARTHUR has made proclamation that Spain has abolished the discriminating duties levied on the products of the United States in the ports of Cuba and Porto Rico, and that on March 1 all discriminating duties levied by the United States on the products of those islands shall be abolished. The trade of the United States, as well as the West Indies, will be materially benefited by the abolition of unfriendly discrimination, which has been enforced since 1867, though in spite of that disability the West Indian trade of the United States has been of larger magnitude than that with several of the principal nations of Europe.

THE tone of the prominent newspapers of the country, almost without exception, in regard to the proposed copyright of news, is represented by the appended extract from the New York Sun:

"The bill in question copyrighting news for 24 hours is aimed at the sneak-thieves, and not the sneak-dealers can object to it. It commands itself to every honest man who believes that the products of skilled labor and merchandise bought and paid for are entitled to enjoy protection, not against fair competition but against dishonest misappropriation. The bill is in the interest of the public, for it protects and strengthens the agencies on which the public depends for the collection and publication of intelligence respecting the world's doings. All honest journalists and all honest citizens must hope that this bill will pass Congress without delay."

THE Mayor, Controller and Treasurer of Pittsburgh have been enjoined by a local court from an issue of bonds on the terms accepted by those officials. The court declares the contract "grossly improvident and one-sided." The bonds in question amount to \$6,000,000, are at five per cent. interest, and are to run thirty years. The price at which they had been engaged for sale was ninety-nine per cent. Pittsburgh four per cents are selling above par, and hence the sale of five per cents at less than par is very sternly and properly prohibited.

GEORGE WASHINGTON's birthday was touchingly and tastefully observed in Long Island City. Sheriff FURMAN, as patriarch as he is kind-hearted, gathered up one hundred of the school children, took them to jail and "allowed them to have a good look" at the notorious negro murderer, REGO. A graceful letter couldn't have been done if Long Island City were a suburb of Cincinnati.

THE Cincinnati Commercial Gazette waxes wroth because the COURIER-JOURNAL chooses to comment on the Avondale burking outrages, and characterizes our remarks thereon as "impertinent." Nevertheless, we still insist that this most heinous crime not only did not happen on this side of the Ohio river, but that its equal was never known in the South.

CINCINNATI furnishes the remarkable instance of a funeral in which the preachers clamored for lynch law and were cheered by those present. If they propose to do anything more in this direction than talk about it, they might remember the medical college which buys warm corpses, with crushed skulls, and asks no questions.

MR. BELFORD, in a speech in the House the other day, asked: "What in the name of God has grammar got to do with fighting a battle?" Mr. BELFORD should not be permitted to consume the time of Congress in making campaign speeches for Presidential candidates from Illinois or elsewhere.

EVEN Senator SHERMAN admits that he is disappointed in the result of the Danville investigation. But he shouldn't despair yet. He should communicate with LIZA PINKSTON through a spirit "medium."

WE beg the Commercial Gazette's pardon. It does publish the price-current of buried negroes in Cincinnati. The latest quotation is \$15 per head, certainly cheap enough.

THE Philadelphia Times has an editorial on "How to Get a New Navy." It was probably written before the Times had learned that England had given us the Alert.

THEY don't send negroes to the Legislature in Ohio, as they do in the Southern States, but they do send them to the medical colleges.

THIS AND THAT.

Kohn-tempt of Kour.

(By the Poet of the Asphalts.)



The Chief of our Police is held in high contempt by that august assemblage called the City Court. The public twice have made a vain attempt to hear the Judge's learned, sage report. There is a firm belief our Chief should go scot-free.

Upon the ground that it is not a court—that it is but a common face of small degree. A place where lawyers play at legal sport. A motion then made our Chief may go scot-free, and that from charges he be held exempt. For where there is no ordinary court to sit How can one charged be guilty of contempt?

A MICHIGAN boy has been stolen by his "former mother."

MR. BERGH is still unmarried. What can be possibly know about cricket? GEORGE WASHINGTON was a great man, but his legs were not to be compared with John Brown's.

MANY persons doubt whether Cain went into the land of Nod. There were too many policemen there. It may be true, as published, that Queen Victoria has to pay all her own postage; but she can always have somebody to lick her stamps.

"Down with the bosses!" cries the Philadelphia Press. Yes, by all means, swallow them at once, and don't let them stick in your throat.

THE appearance of large numbers of floating icebergs in the North Atlantic is noted. This is doubtless the beginning of the John Sherman boom.

"Lots of old sinners wear gray hair," says the New Orleans Picayune. Public curiosity is now excited as to the age of the editor of the Picayune.

THERE is some discussion as to how the name of the opera "Metastase" is pronounced. John Langfellow Sullivan pronounces it "his fist a feel!"

WOMEN are constantly making a great talk about temperance. The best way for them to encourage temperance is to stop marrying intemperate men.

A MAN in New York, seeing two policemen, dropped sixteen dozen meerschaum pipes and ran. It is supposed that he was going somewhere to have a quiet smoke.

THERE is a kind of bird in South America called the pavo. These birds sit in large flocks in trees and wait until they are all shot one by one. If South American sportsmen are like ours, the pavo must live to a great age.

A CLERGYMAN in Pontiac, Mich., it is alleged, went to sleep on the platform at a recent union meeting, and, being requested to offer a prayer, grunted out with a yawn: "God darn it! kindly it yourself, Maria!"

TRANSLATED from the Omnibus: She—"Dearest husband, dear Otto, I love thee indeed too much; there hast thou a kiss." He—"Very fine, Marie! But now at the last of the month I can not for thee a new seal sacque buy."

THE American eagle would like to go and lift Mr. Bismarck by the spacious part of his pantaloons and bear him to the foot of the American Congress, but, having a President to elect this year, the proud bird will do nothing of the sort.

A HAIR, a writing table and the college gown of the poet Moore have recently been presented to Mr. George W. Childs, of Philadelphia. Mr. Childs is to have a hair above, some day, which can not be said of every Philadelphia editor.

A HEBREW maiden of Scranton, Pa., having married an editor, her family publish the following announcement: "Gone and forgotten. We mourn the marriage of our sister, Justine Levy, to John Farr, as death, and disown her for life."

VIRGINIANS are killing off the robins by the thousand. These birds are protected during the summer breeding season in the Northern States that Southern people may have plenty of excellent wild bird meat during the winter.—(Commercial Gazette.)

AN editorial righter—the proof-reader.—[New York Commercial Advertiser.] Yes, the proof-reader is an excellent gentleman. If he never had any spring painting to do, and never went out to see how high the flood had got, the paper would be all right.

IN Dakota married women retain their own real and personal property, and may make contracts, sue and be sued, as if single. Neither husband nor wife has any interest in the property of the other. Dower and courtesy are abolished.—(The New North-west.)

IN the hurry and rush of metropolitan business life, a New Yorker finds time to write to the press that he has a cat that can eat more oysters than any other cat. It is not remarkable that cats have taken to oysters. They long ago abandoned rats and mice as a diet.

GEORGE WASHINGTON was "scarcely thought of" in Cincinnati on his latest birthday. It was something that way in Louisville, too. Both communities, however, have occasion to remember George. He used to carry a hatchet and cut down trees, with a view to producing great floods.

PRESIDENT ARTHUR, strange as it may seem, still yearns for a rod that is not a fishing-rod. He longs to be a schoolmaster again. Should any suitable vacancy occur in the Louisville schools this year, the School Board should not fail to remember how gracefully Mr. Arthur touched off the great Exposition in this city last year.

THE little dog in the flood picture of the big Sunday paper has caused considerable enthusiasm, not only in the smaller newspapers, but among the people generally. The owner of the dog has already refused \$5,000 for him. The little animal, as seen in the engraving, has not stopped in a chase for game; he is looking at the wide waste of waters.

THE CZAR of Russia now mingles in society more than he used to. No doubt, after attending a party, he sends a little note, something like this, to the society editor: "Among the distinguished guests at the ball given last evening by Count Wladimirskoff were A. Romanoff and Izay. The CZAR and Czarina were the cynosure of all eyes, and all went merry as a marriage bell."

SHAKESPEARE, like other great writers, gets more credit than he deserves. His history is especially faulty. Undertaking to sport King Richard on Bosworth field, he

makes that monarch say, "A horse! a horse! my kingdom for a horse!" This is well enough so far as it goes, but all the bystanders well know that his Majesty added, what Mr. Shakespeare has omitted, "One from Kentucky preferred!"

OCCASIONALLY there is a human being who gets ahead of a gallop. A Louisville woman bought a hen and placed her in a barrel to await the hour of execution. When the hen was taken out of the barrel a newly-laid egg was found in the bottom. As the grocer will never know who the woman was he can not, of course, charge her for the egg, and it's a dead loss to him.

A GAS bill is like eternity. It never stops. The gas may flicker once in a while, get tired, weak in the back, and take a night or two off and rest up, while the great city sleeps in impenetrable gloom, but the bill never fades, never gets fagged out, jaded and depleted, never sleeps, is always in good working order, healthy and youthful, glad, happy and as blithesome as a skylark.—(Industrial News.)

RUGG, the New York murderer who was captured in a church, made a great mistake in choosing a church for a hiding-place. He might have known that some New York detective attending Sunday services on the Wednesday evening prayer meetings would be likely to stumble upon him.—(Chicago Times.) Certainly; but it happens that a schoolmaster, not a detective, captured Rugg. The detectives were probably attending divine service over in Hoboken.

WASHINGTON women are said to have dropped into draw-poker gambling. A special in the New York Morning Journal says: "Some of them show much nerve. Others, again, when they lose look awfully frightened. One young woman, after losing about a hundred dollars, deliberately left the table and started for the door, as it was thought, to go home. As she turned the door-knob she fell fainting to the floor. She was the daughter of a Foreign Minister, not now a resident of Washington. Other girls again cry when they lose. I suppose men are different."

PEOPLE WE KNOW.

THEODORE TILTON has left Paris for the South of France. He seeks more sunny surroundings.

COL. TOM OCHILTREE doesn't like Ruthy Hayes, because the latter drinks lemonade instead of whiskey.

BEVERLY TOCKER is to write his reminiscences in a book; he is the nephew of John Randolph, and when 5 years old was presented to that curious being.

HERE is Gen. Sherman addressing the President as "His Excellency." Nobody can be chosen President who doesn't, at least, know how to write a letter to one.

W. C. ELAM, of fame as a duelist, has quit the service of the Richmond Whig. Too much fighting and too little pay in the service of the Radicals, we take it.

VICTOR HUGO, who will not buy a new coat for fear he will not live to wear it out, is about to build a splendid house in Paris from his own architectural designs.

M. ARMINIUS VAMBERY, the celebrated traveler who bravely and successfully penetrated to Central Asia in the disguise of a dervish, is now Professor of Oriental Languages at Pesth.

MR. BILLINGS, the Boston artist, has brought out for exhibition a portrait of Wendell Phillips, painted from a photograph from sittings in the artist's studio and poses on the lecture platform."

MR. LUDOVIC DURAND is now at W. H. Vanderbilt's residence, on Fifth avenue, engaged in modeling a bust of the proprietor. But the biggest bust ever known in that house was the famous fancy ball.

SENATOR SAWYER, the Wisconsin lumberman, is worth about \$4,000,000. Although good-natured and generous, his wealth is increasing rapidly. Washington enquires credit him with giving excellent dinners.

FOR the last month the CZAR has been in such a deplorable state of nervous excitement that to all intents and purposes he may be regarded as insane. He is said to be thoroughly terror-stricken, and lives in a state of panic which would be ludicrous if it did not produce such melancholy consequences.

GEORGE H. WILLIAMS, a millionaire lawyer of Baltimore, is a defendant in a suit brought by his son to recover \$300,000, transferred while under the influence of liquor in exchange for an annuity of \$2,500. The youth married against his father's wishes, and they have ceased to speak on the street.

COL. INGERSOLL, while certain of Mr. Blaine's continued ambition for the Presidency, seems to be rendered doubtful by experience as to the nomination of his favorite, "Hilbert." He has longed to see the Chief of Journalism interviewed. "He has always been strong at the start, and has made exceedingly good time for the first half mile, but never succeeded in getting his nose under the wire first." But, nevertheless, the Colonel is hopeful, and Mr. Blaine may be regarded as fairly in the field.

THE Canadians have begun to pick flaws in Lord Lansdowne, their new Governor General. The first thing they have found out is that he is not dignified enough. On a recent occasion he was sitting in his carriage in front of the Windsor, at Montreal, waiting for the Marchioness. When she made her appearance he thrust his head out of the window and said: "Come along, my dear. Hurry up! hurry up! We haven't any time to lose." The crowd of people watching the departure were shocked, and said to each other as they turned away: "Imagine the Marchioness of Lorne speaking that way in public to H. R. H. the Princess Louise!"

SENATOR PHILETUS SAWYER, of Wisconsin, was "raised" in St. Lawrence county, New York, "bought his time" of his father and started out for himself when 17 years old. He had in his belt \$1,200, and \$60 to pay his expenses on his way West. He wanted another dollar and borrowed it of his brother. In a few years he began to accumulate. He made lucky speculations in timber lands, and his wealth increased. Recently he returned to his old home in St. Lawrence county, where he found his brother in straitened circumstances. Debt had got the best of him, and to satisfy a mortgage his home was about to be sold.

"What is the amount?" asked Phileas. "Twelve hundred dollars," answered Philemon, with a face as long as the Signal Officer's report. "O, brace up," said the Wisconsin statesman: "I'll pay you what I owe you, which, with the interest, will be enough to straighten this matter out." "But," said the farmer, "you don't owe me anything." "Yes, I do," replied Phileas. "You remember lending me \$1 when I went West; well, here it is with returns," and he counted out \$1,500. "Every dollar I took away with me has brought me \$1,500 in return. If you ever get hard up, let me know and I'll help you out again."

THE RAILROADS.

Full Figures on the Great Race Between the L. and N. and the Cincinnati Southern.

How Some of the Local Railroad Boys Are Working to Secure Business.

Latest Track News From All Sections of the Country, by Telegraph and Otherwise.

LOCAL, PERSONAL AND GENERAL.

The principal topic yesterday was of course the race of the L. and N. and Cincinnati Southern, and the former boys could not help crowing over their victory, while the latter felt rather blue over the matter, although, all things considered, their run was a splendid one. The running time per hour equaled very near that of the L. and N. But right here is a good place to make the statement, for the benefit of the traveling public, at least the timid portion of it, that railroad racing is not a common thing, nor is it at all advisable. It is also necessary to say for the records that this was not a preconcerted race, nor by the management of either line. But then it is a kind of unwritten law or understanding among railroad people on the outside that two special trains leaving the same place, with the same objective point in view, would each do its level best to reach the goal first. And it is also a general custom to push special trains at all times, whether there is the incentive of an opposition train or not.

Col. C. F. Adams furnishes the following synopsis of the telegrams received at his office concerning the running of the L. and N. special. It left Cincinnati at 9:05 Saturday morning and arrived here at 12:35, where there was a delay of 34 minutes, leaving here at 1:44; arrived at Lebanon Junction at 3:18 and Bowling Green at 3:38; between the two points last named a delay of 19 minutes occurred; left Bowling Green at 3:52, passed Frankfort at 4:18 and Edgemoor Junction at 5:18; arrived at Nashville at 6:18; left at 5:34; arrived at Decatur at 9:03; left at 9:20; arrived at Birmingham at 12:15 A. M., left at 12:35; arrived at Montgomery at 1:15; left at 1:35; arrived at Mobile at 9:15; left at 9:25; arrived at New Orleans at 11:15 P. M. The total time on the road was 28 hours and 10 minutes, of which 10 minutes were lost by the train being stopped for meals or taking water, making the total running time 25 hours and 20 minutes. The distance between Cincinnati and New Orleans is 912 miles, so the running time per hour would be a little more than 37 miles. This is believed to be the fastest run on record for such a long distance, and the L. and N. people feel justly proud of it.

The Cincinnati Southern was rather unfortunate on its run. The route is shorter than the L. and N. by 100 miles, but most of the track is new. The run to Chattanooga, 335 miles, was made in 10 hours. At that point information was received that the L. and N. special had been delayed by a freight wreck at Birmingham, and was evidently considerable of a delay, as telegrams were received by the L. and N. of the fact that the special was delayed at Birmingham. The Southern arrived at New Orleans at 5:02 Sunday evening. The actual running time was a little better than 33 miles per hour.

A LITTLE PLEASANTRY.

HOW SOME OF OUR BOYS ARE WORKING FOR THEIR LIVES.

There are many lights hid under bushels in the world, but no one ever suspected that the lights of some thrillingly eloquent orators and thinkers were being gradually smothered out by the harsh and unsympathetic ticket-case in the railroad. The world might never have been the wiser, never have known what a grand array of oratorical talent it contained, had it not been for the necessary and grasping policy of some of the competing railroad monopolies. It was all brought about by the early departure for his native beach and familiar plow of the innocent and guileless medical student.

The competition between the L. and N. and the Cincinnati Southern compelled the representatives of the lines to meet in battle array at the college yesterday afternoon, when the remarks above took place. Among the remarks above took place. Among the remarks above took place.

The Air-line trains are now running regularly from their depot at Fourteenth and Main. The bridge at Rockport, which it was feared was completely ruined, was repaired by the Cincinnati Southern and only needed a little strengthening.

SHORT-LINE and C. and O. trains will leave from the head of Jefferson street until the Southern-street bridge is repaired. A car will be used to take passengers to the street half an hour before train time, and passengers can get in it and be hauled out to the depot at Southern-street.

Col. W. H. Newman, of the Cincinnati Southern, was too badly handicapped with grief over the defeat of his line in the great race to give his usual show, but he was excused—but he managed between souls to say his was the shortest line to the South. Then followed the soldierly and real Colonel George Northrup, of the J. M. and N. line, who, after relieving himself of more, Col. Henry Hathaway, of the L. and N. and C. both of whom had the best and shortest route. But his usual show, but he was excused—but he managed between souls to say his was the shortest line to the South.

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RELIEF MEASURES.

The Relief Stations to Be Closed After To-morrow, But Supplies Still to Be Issued to Specially Deserving Cases.

LIST OF ADDITIONAL SUBSCRIPTIONS.

The river is declining rapidly, and the submerged district will soon dry out. People will begin moving back in their houses in a few days and business will be resumed except on the Point and a few other places.

A house belonging to Mr. W. O. Harris, on Fourth street, between Main and the river, fell down yesterday morning and stopped travel for awhile. No particular damage was done.

The ravages of the flood continued to develop, themselves yesterday on the Beargrass bridges, and at the crossing of the Short-belt road from the fill to the South-street depot the consequences were very serious. At 5 o'clock yesterday morning a freight train started out, crossed the bridge, and the structure sagged so much that the train gang could not pass. At 5:30 o'clock the attendants heard a crash in the direction of the bridge and went to learn the cause. On investigation it was found that the northern abutment, masonry and all, had fallen into the creek, carrying the iron bridge down with it. The foundation stones had evidently been undermined by the water, and doubtless the weight of the train gave it a start to falling. The fill back toward the bridge was also for some distance, opening a wide gap in the road. The wreckers were put to work removing the fallen structure, and preparing for the erection of a temporary trestle to open the road down to the First-street depot. The coaches of the morning trains were caught by the break, requiring other arrangements for the morning departures.

The bridge of the Louisville and Nashville railroad, held here to-day, were present: Robert Garrett, Jas. Sloan, Jr., W. T. Montague, J. L. Donaldson, C. R. Goodwin, Edward Higgins, Jr., A. B. Crane, W. E. Gay, Edward J. Whitaker, St. Louis; J. J. Jackson, Parkersburg, W. Va.; W. T. McClinton, Chillicothe, O.; J. M. Douglass, Receiver, and W. W. Peabody, General Manager. After a somewhat extended conference, resolutions were adopted by a very decided majority authorizing the Executive and Finance committees to borrow on the credit of the Louisville and Nashville railroad to the amount necessary to pay all arrears of indebtedness so as to release the railway and other property from the custody of the courts, and put the company again in control. Strong confidence is expressed by the committee in their ability to place the bonds with very little delay. Provision was made for the payment of the interest on the bonds, and the company was authorized to place in it a strong and independent attitude, so as to command a traffic to which the line is so well adapted.

OTHER TRACK NEWS BY TELEGRAPH.

CHICAGO, Feb. 25.—A private circular to shippers was received here to-day from the agent of the East-bound lines at Peoria, quoting a grain rate to the seaboard at 27 cents a bushel, 10 cents.

THE KENTUCKY CENTRAL.

CINCINNATI, Feb. 25.—The Kentucky Central division of the Chesapeake and Ohio has been reorganized by the removal of the Louisville and Nashville line to the Richmond, Va. General Passenger and Ticket Agent Brown is made division agent.

A RAILROAD SOLD.

PITTSBURGH, Feb. 25.—The reported sale of the Erie and Western railroad was confirmed late to-night by Thomas M. King, one of the new directors. A majority of the stock was taken by the Baltimore and Ohio, which elects a director to the board.

LOCAL AND GENERAL NEWS.

COL. C. P. ATKINSE left last night for St. Louis.

REAR CAMPBELL, General Traveling Agent of the C. and O. and T. P., was in the city yesterday.

The Western Association of General Passenger Agents will meet at the Burnet House, Cincinnati, on the 17th of March.

THE Indiana, Bloomington and Western and Ohio Southern railroad companies have been ordered to pay \$1,000 tons of steel rails for immediate use.

WILL NEWMAN, of the Cincinnati Southern, says his special to "In fact," he was excused—but he managed between souls to say his was the shortest line to the South.

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OVER IN INDIANA.

Matters and Things in New Albany and Jeffersonville—Local and General News.

THE FLOOD RELIEF.

The city of New Albany along its river front, from a point above the Glass-works to Lower Albany, a distance of nearly two miles, is a picture of destruction and suffering. Nearly every house in this long strip of territory has been flooded badly, and yesterday, when the river got within its banks, the devastation became more apparent. Hereafter the work of the Relief Committee will be mostly devoted to aiding poor persons along the river to repair their property. Of course every person can not expect aid. Those who are poor, particularly the widows and orphans, will be provided for first, and the committee has now under consideration the matter of distributing this fund and will so divide the funds on hand as to make the aid equitable and just. It is hard to divide the fund without causing some dissatisfaction, but the gentlemen in charge can not help this.

Aid will be given to-day to those who apply to commissaries at the relief depot on Market street, below the Central Hotel. Rations will be given only to women and children and men not able to work. Sherman, Williams & Co., of Cleveland, O., sent a check for \$25. John C. Dueser, of Cincinnati, sent a check for \$100, as a donation from his Watch-case Manufacturing Company. Trinity Episcopal church, of Newport, R. I., sent \$24 in money, some clothing and other articles. This morning the Women's Christian Temperance Union distributed clothing to those whom they have found in need of such aid. Captain Jonathan Peters, Secretary of the Relief Committee, said to a COURIER-JOURNAL reporter last evening that 2,344 families drew rations at one time during the flood. In the Fifth ward alone Mr. Story issued to 600 people. This seems almost incredible, but Capt. Peters has the record.

At Jeffersonville the commissary was opened yesterday morning, and a great throng viewed with interest the work of the relief committee.

It is not probable this relief will be extended after to-morrow only in case of urgent necessity. Mr. Stealey, the Township Trustee, has had twenty-five carts and teams hauling coal to those washed out, and has almost been unable to fill orders, but hopes to supply all demands to-day. The Relief Committee has a considerable fund on hand, which will be used in relieving the poor of the city. The committee is not able to do anything for themselves, in a few days this fund will be judiciously expended. Of course nobody who is not in need of aid can expect to receive anything from this source. Small donations of coal and provisions are coming in from various points, all of which can be used to good advantage. The Mayor has not called for more aid, but Jeffersonville needs all that is sent much worse than any neighboring city. It is true of Jeffersonville that the most distressed of any and least made less pitiable appeals than most of her neighbors, and is preparing to come to the front again if possible.

NEW ALBANY.

